

2010-2014 Year Summary

2011 500-Streets

Project	Dept	G.O. Bond	Municipal State Aid	Special Assessment	G.O. Water Revenue Bond	G.O. Sewer Revenue Bond	Stormwater Revenue	Blue Earth County	Other	Totals
West 2nd and Marcy Street Phase 2	E	469,990		357,601	112,389	81,737				1,021,717
Oak Knoll Phase 3	E	195,301		146,664	46,293	33,636				421,894
Vine Street	E	388,395		225,280	92,278	80,912				786,865
Bradley and Locke	E	448,910		128,330	73,370	68,382				718,992
Park Lane and Carney Avenue	E	424,380		222,567	116,500	41,965	121,950			927,362
Alley Rehab/Overlay	E	196,000		84,000						280,000
Critical Sidewalks	E	75,000		15,000						90,000
Overlays	E	200,000		150,000	25,000	25,000	150,000		50,000 General Fund	600,000
Petition Projects	E	100,000								100,000
Stormwater Outfalls Corrections	E						50,000			50,000
City Center Lighting	E								13,895 Sales Tax	13,895
Total		2,497,976	-	1,329,442	465,830	331,632	321,950	-	50,000	5,010,725

Other Potential Projects

Madison Avenue-from North 7th Street to CSAH 12 - 06089	E			1,940,000					7,760,000 TIGER grant	9,700,000
Pine Street Railroad Crossing	E								515,250 FHWA & Mn/DOT	515,250
Total	E	2,497,976	-	3,269,442	465,830	331,632	321,950	-	8,325,250	15,225,975

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	West 2 nd and Marcy Street Phase 2	2011

Sources of Funding

General Obligation Bond	\$ 469,990
Special Assessment	\$ 357,601
G.O. Water Revenue Bond	\$ 112,389
G.O. Sewer Revenue Bond	\$ 81,737
Total Cost	\$ 1,021,717

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of West 2nd Street from Spence Street to a point 222 feet east of Sibley Street and Marcy Street from West 2nd Street to Mound Avenue.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Fair to Poor

Watermain Condition: Very poor

Sewer Condition: Fair to poor

Drainage: Poor

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance expenditures.

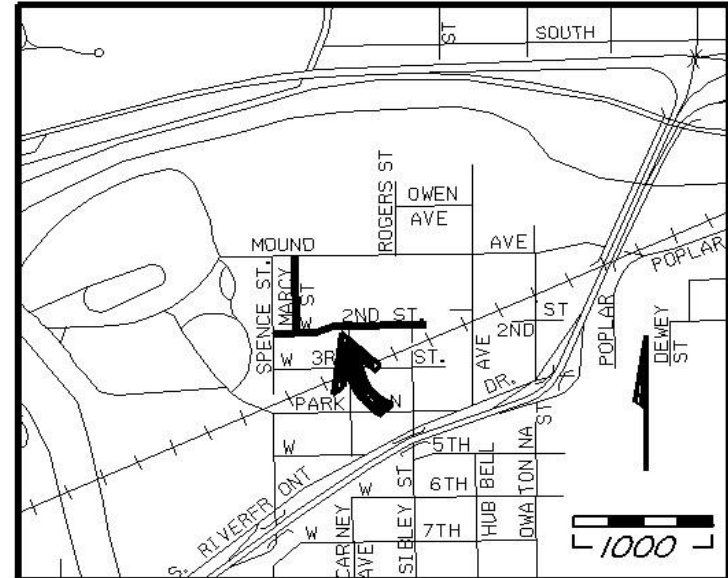
Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: This project was originally proposed as single phase reconstruction project. Engineering staff has come up with a 3-year phased construction plan to reduce the access impacts to residents.

Phase 1 scheduled for 2010 is proposed in the project description above. In 2011, Marcy Street from West 2nd Street to Mound and West 2nd Street from Spence Street to Sibley Street is proposed for reconstruction. In 2012, Spence Street from West 3rd Street to Mound Avenue is proposed for reconstruction.

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Oak Knoll Boulevard - Phase 3	2011

Sources of Funding

General Obligation Bond	\$ 195,301
Special Assessment	\$ 146,664
G.O. Water Revenue Bonds	\$ 46,293
G.O. Sewer Revenue Bonds	\$ 33,636
Total Cost	\$ 421,894

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Ridgewood Street from Baker Avenue to Dell Avenue and Sunset Boulevard from Ridgewood Street to Eginton Road, to include replacement of aging infrastructure and install new storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Fair to poor

Watermain Condition: Poor to very poor

Sewer Condition: Poor to very poor

Drainage to Streets: Poor

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance expenditures.

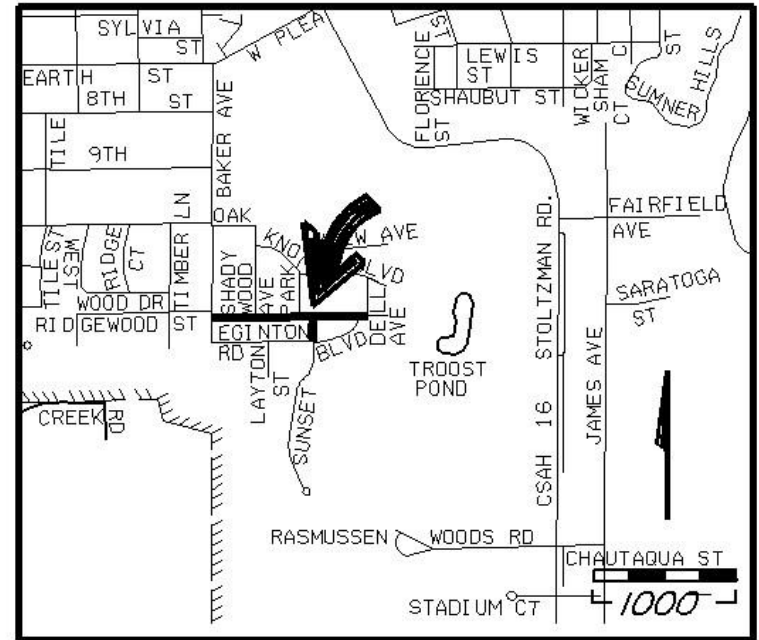
Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: Engineering staff was directed to come up with a 3-year phased reconstruction plan for the Oak Knoll neighborhood. In 2008, Oak Knoll Boulevard was reconstructed from Baker Avenue to Park View Avenue. In 2009, Eginton Road was reconstructed from Baker Avenue to Sunset Boulevard and Park View Avenue was reconstructed from Oak Knoll Boulevard to Ridgewood Street.

In 2011, Ridgewood Street from Baker Avenue to Dell Avenue and Sunset Boulevard from Ridgewood Street to Eginton Street are programmed to be reconstructed.

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Vine Street	2011

Sources of Funding

General Obligation Bond	\$ 388,395
Special Assessment	\$ 225,280
G.O. Water Revenue Bonds	\$ 92,278
G.O. Sewer Revenue Bonds	\$ 80,912
Total Cost	\$ 786,865

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Vine Street from Riverfront Drive to 6th Street, to include replacement of aging infrastructure and install new storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Fair to poor

Watermain Condition: Poor to failing

Sewer Condition: Fair to poor

Drainage to Streets: Poor

Site Requirements: None

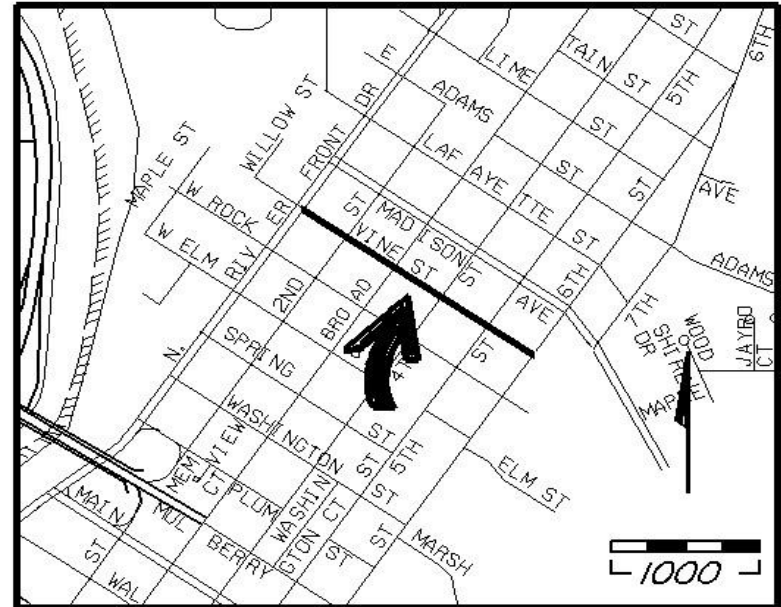
Impact: Neighborhood improvements and reduction of maintenance expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: This is one of the last remaining streets in the Washington Park Neighborhood that needs reconstruction. There is a mix of 4- and 6-inch watermain that dates back to the early 1900s along with sanitary sewer that was installed in the early 1900s to the 1980s, with the newer utilities being installed with the Vine Street trunk storm drain project in the 1980s.

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Bradley and Locke	2011

Sources of Funding

General Obligation Bond	\$ 448,910
Special Assessment	\$ 128,330
G.O. Water Revenue Bonds	\$ 73,370
G.O. Sewer Revenue Bonds	\$ <u>68,382</u>
Total Cost	\$ <u>718,992</u>

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Locke Street from Pleasant Street to Bradley Street and Bradley Street from Locke Street to Byron Street, to include replacement of aging infrastructure and install new storm drainage improvements per the storm drain master plan.

Justification: Replacement of aging facilities and improving drainage

Pavement Rating: Poor to very poor

Watermain Condition: Very poor to failing

Sewer Condition: Poor to very poor

Drainage to Streets: Poor

Site Requirements: None

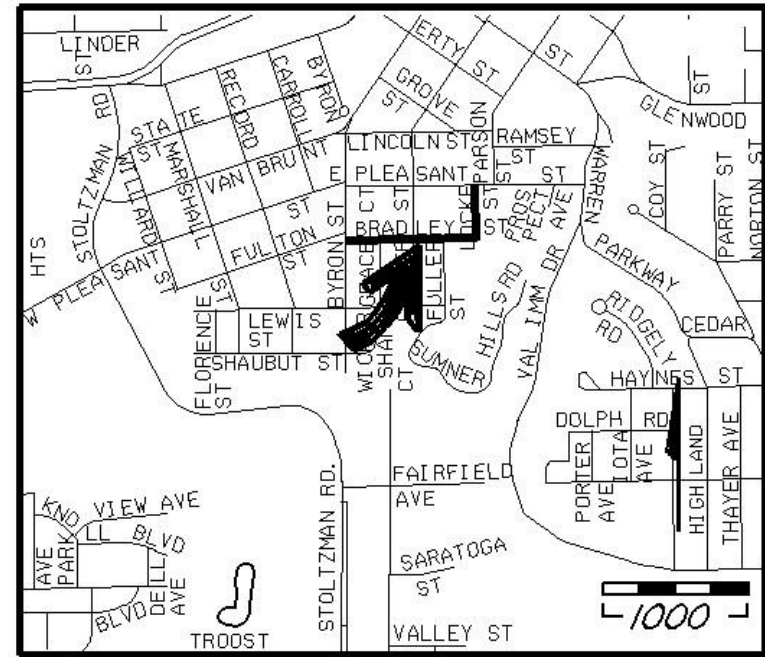
Impact: Neighborhood improvements and reduction of maintenance expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: Bradley and Locke Streets are the last two streets east of Byron Street and south of Pleasant Street that need to be reconstructed. In the past few years Fuller Street, Grace Court and Lewis Street have all been completely reconstructed; Center Street has been overlayed; and Sumner Hills has had complete utility replacement and an overlay. This project will complete the area described above

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Park Lane and Carney Avenue	2011

Sources of Funding

General Obligation Bond	\$ 424,380
Special Assessment	\$ 222,567
G.O. Water Revenue Bonds	\$ 116,500
G.O. Sewer Revenue Bonds	\$ 41,965
Stormwater Revenue	\$ 121,950
Total Cost	\$ 927,362

Project History: Engineering staff was directed to come up with a plan to reconstruct Park Lane while retaining the original look and feel of Park Lane.

LOCATION AND RELEVANT GRAPHIC DETAILS

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Complete reconstruction of Park Lane from Sibley Street to Woodland Avenue and Carney Avenue from West 5th Street to a point 224 feet north of Park Lane.

The goals of this project will be to retain the in-place brick street surfacing, while repairing the bituminous and concrete patches with brick removed from other projects on Park Lane while replacing the aging infrastructure and installing storm drainage improvements per the storm drain master plan. Sanitary sewer to the homes on Park Lane currently runs in the alleys paralleling Park Lane and will be inspected for needed point repairs and potential structural lining installation. The in-place watermain is under the brick street surface and can potentially be relocated in the boulevard either on one side with services bored to the other side, or a dual system could be installed to serve both sides of the street.

Justification: Replacement of aging facilities and improving drainage.

Pavement Rating: Park Lane: N/A; Carney Avenue: Good to fair

Watermain Condition: Poor to failing

Sewer Condition: Poor

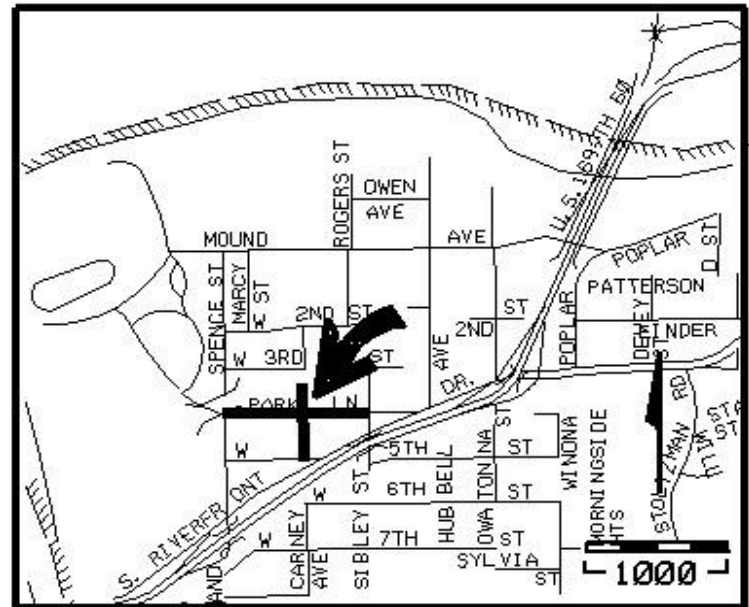
Drainage to Streets: Poor

Site Requirements: None

Impact: Neighborhood improvements and reduction of maintenance expenditures.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Alley Rehab and Overlay	2011

Sources of Funding

General Obligation Bond	\$ 196,000
Special Assessment	\$ 84,000
Total Cost	\$ 280,000

Pavement Rating: Gravel
Drainage to Streets:

Site Requirements: None

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct and rehabilitate alleys within the city limits as identified in the Alley Master Plan developed by engineering staff

Justification: Replacement of unserviceable surfacing and improving drainage.

Alley 8-156, from Fountain to Thompson between 5th and 6th
Pavement Rating: Very poor
Drainage to Streets:

Alley 8-109, from Fountain to Thompson between Broad and 4th
Pavement Rating: Gravel
Drainage to Streets:

Alley 8-106, from May to Ruth between Broad and 4th
Pavement Rating: Gravel
Drainage to Streets:

Alley 5-358, from May to Ruth between 2nd and Broad
Pavement Rating: Gravel
Drainage to Streets:

Alley 5-355, May to Ruth between Riverfront and 2nd
Pavement Rating: Fair
Drainage to Streets:

Alley 8-103, from Ann to May between 2nd and Broad
Pavement Rating: Gravel
Drainage to Streets:

Alley 5-356, from Ann to May between Riverfront and 2nd
Pavement Rating: Gravel
Drainage to Streets:

Alley 5-377, from Ruth to Mabel between Broad and 4th

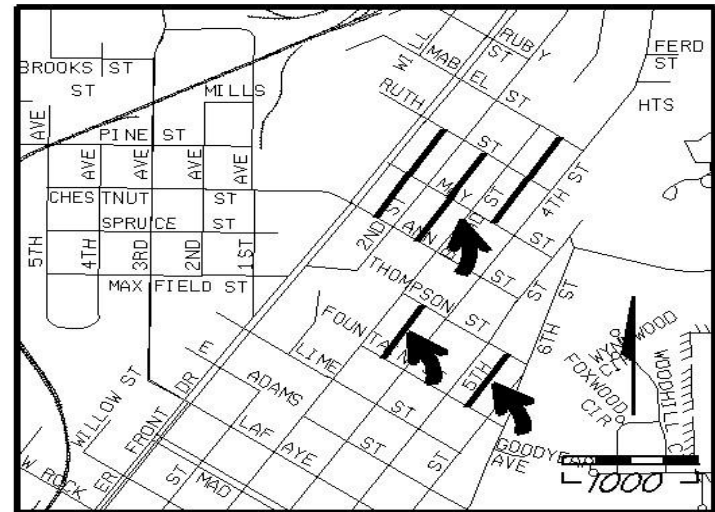
Impact: Neighborhood improvements and reduction of maintenance expenditures.

Planning Commission Comment:

Multi-Modal Committee Comment:

Project History: Engineering staff was directed to come up with an Alley Master Plan to address continual long-term maintenance issues with poor alley surfacing conditions and eliminate unsurfaced alleys. In 2009, staff completed the master plan and began its implementation.

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Critical Links Sidewalk Program	2011

Sources of Funding

G.O. Bond	\$75,000
Special Assessment	<u>\$15,000</u>
Total Cost	\$90,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Construct 5-foot concrete walks within 2 miles of schools in Mankato according to the sidewalk ordinance and 5-foot walkways with pedestrian accessibility ramps located within the walking radius of Mankato public schools District 77.

Justification: Improve pedestrian safety in school areas.

Site Requirements: Located within existing rights-of-way.

Impact: Maintenance obligations: Property owners will be asked to maintain more sidewalks in these nonexistent sidewalk areas so that peoples and students will not be asked to walk in the street and have a safe refuge year-round as they move to school and playground sites.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: Mankato has, since the 1950s, suffered from a lack of sidewalks when the policy was changed not requiring sidewalks to be installed when houses were built. In 1985, the City Council instructed us to make sure that sidewalks went in and were proposed on all reconstructions, with minimal exceptions. That concept was enforced. In 1996, after years of agonizing study, the City Council adopted a sidewalk ordinance identifying missing links in the system, and determined that all new construction and reconstruction would incorporate sidewalks in accordance with the ordinance. Determined Councils since that date have accommodated 100% of those walkways; however, we are now faced with a series of obvious missing links in the system where safe routes to school terminate at certain locations and then start again when the routes hit the district properties. Parent/teacher organizations and campus safety staffs have identified these risk areas and have encouraged us to install these missing links.

Correspondence from the Kennedy School area, where many of the ordinance links were constructed in the last several years, made it obvious the missing links now are the unsafe portions of the project. Since the year 2000, District 77 was forced by budget cuts to further reduce busing in the area and elementary students within one mile and high school students within two miles of the school are encouraged to walk. This situation further exacerbates the identified problem. Applied for Safe Routes to School Grants for 2007, 2008.

A list of identified Critical Link Sidewalks:

- Ellis; Malin to Haynes
- Gwyn; Woodland to Carney
- Woodland; Skyline to Gwyn

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering Public Works	Overlays 2011	2011

Sources of Funding

General Obligation Bond	\$200,000
Special Assessment	\$150,000
G.O. Water Revenue Bond	\$25,000
G.O. Sewer Revenue Bond	\$25,000
Stormwater Revenue	\$150,000
Other	<u>\$ 50,000</u>
Total Cost	\$600,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Provide 2" mill and overlay to the listed streets to restore surface and improve rideability.

Justification: Selected streets have deteriorated to the point where major maintenance is required to increase service life.

Site Requirements: None

Impact: Improved surface conditions, rideability and increased service life for the selected streets.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: This is an annual coordinated project between Public Works and Engineering staff to address maintenance issues with regard to surface conditions on streets.

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Petition Projects	2011

Sources of Funding

General Obligation Bond	\$ 100,000
Total Cost	\$ 100,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Miscellaneous Improvements requested from property owners that may have some General Obligation funding, such as:

- Alley surfacing petitions other than Alley Rehab Program
- Street resurfacing petitions other than in the Resurfacing Program
- Subdivision development that may have pipe over-sizing City share

Justification: Each petitioned improvement may be ordered based upon its own merits and availability of General Obligation funding. If General Obligation funding is not available, or is greater than \$100,000, the project may be incorporated into future CIP years

Site Requirements: As may be required on individual project requests

Impact: City financing limited to \$100,000 annual share

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

Project History: None

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Stormwater Outfalls Corrections	2011

Sources of Funding

Stormwater Revenue	\$ 50,000
Total Cost	\$ 50,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Study erosion in Barnes Ravine and MSU athletic field's runoff

Justification:

Watermain Condition: N/A

Sewer Condition: OK

Drainage to Streets:

Site Requirements:

Impact: Stabilize creek

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment:

PROJECT HISTORY

LOCATION AND RELEVANT GRAPHIC DETAILS

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	City Center Lighting Phase 3	2011

Sources of Funding

State and Federal Funding	\$ 13,895
Total Cost	\$ 13,895

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Continuation of the three-phase plan to refurbish the decorative lighting in the downtown central business district which started in 2009.

Justification: Meeting the goals of the downtown theme by refurbishing light poles in poor condition rather than replacing them.

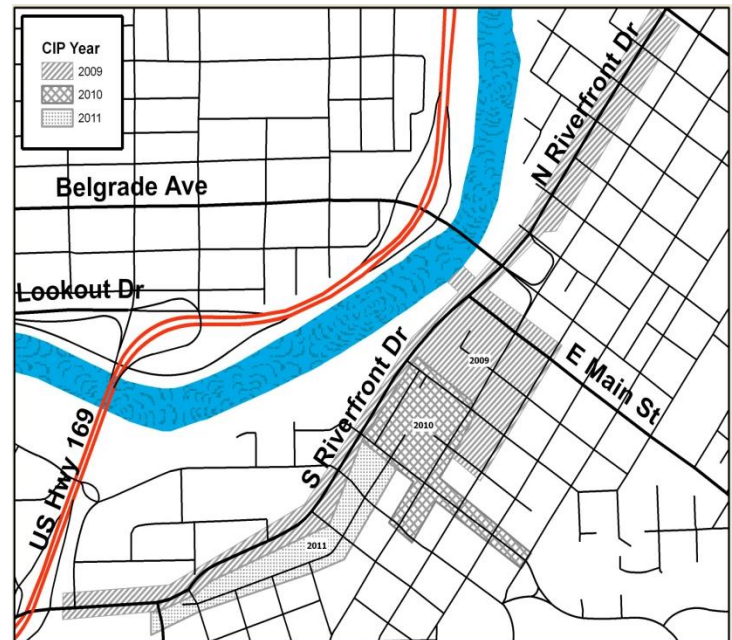
Site Requirements: None

Impact: Improvements to downtown lighting system consistent with the City Center Renaissance Plan.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History:



LOCATION AND RELEVANT GRAPHIC DETAILS

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering Community Development	Madison Avenue - 7 th Street to CSAH 12	2010-2011

Sources of Funding

Potential TIGER Grant	\$ 7,760,000
Special Assessment	\$ 1,940,000
Total Cost	\$ 9,700,000

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Rehabilitation of the in-place surfacing and lighting from North 7th Street to TH22 with select curb and gutter replacement and installation. With this project Madison Avenue from Victory Drive to TH 22 will also become a complete street by sharing the right turn lanes with transit and the installation of a multi-use trail on the south side. Additionally, transit drop-off and pick-up points will be constructed and be located near Wal-Mart and Apache Plaza. Staff will also be performing analysis cooperatively with Mn/DOT for the potential construction of a roundabout at the intersection of Madison Avenue and TH 22. This project will also include the complete reconstruction of CSAH 17/Madison Avenue from TH 22 to future CSAH 12, to include watermain and drainage improvements. Engineering staff is proposing the construction of a 5-lane facility in anticipation of future commercial growth along the corridor. This will be a cooperative project between the City of Mankato, Blue Earth County and Mn/DOT.

Justification: Replacement of failing pavement surfaces and improving drainage. Listed as needs in MATAPS 2003 and the AUAR study completed in 2007.

Site Requirements: Identify ROW and locations to install transit pick-up and drop-off points. Potential easements may be needed for utilities and multi-use trail from TH22 to CSAH 12.

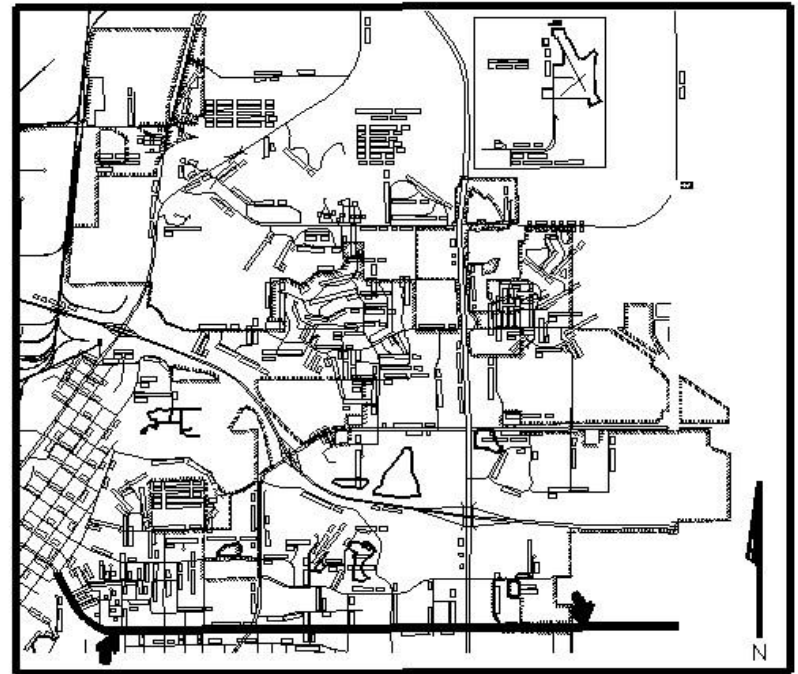
Impact: surface improvements and reduction of maintenance expenditures. Provide protected intersection and crossing island at Haefner Drive, Carver Road, and the new CSAH 12 intersection.

Planning Commission Comment: None (2008)

Multi-Modal Committee Comment: None (2009)

Project History: The project from Victory Drive to TH 22 was originally proposed in 2008, but was delayed due to all MSA funding being invested in Victory Drive. Engineering Staff has assembled an application for funding under the Transportation Investment Generating Economic Recovery, or TIGER, grant program which was submitted to the USDOT on September 15th, 2009. If successful, the project will commence in accordance with the terms of the grant. It is anticipate that final completion will be November, 2011.

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2010-2014

DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Engineering	Pine Street Railroad Crossing	2011

Sources of Funding

State and Federal Funding	\$ 515,250
Total Cost	\$ 515,250

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: The intersection of 5th Avenue and Pine Street is bisected by tracks for the Union Pacific Railroad running southwest to northeast. This project will re-route 5th Avenue to avoid the railroad tracks and install raised concrete medians and railroad gates on Pine Street to improve safety at the intersection.

Justification: A federally financed project is scheduled to provide a safe, whistle-free crossing of this diagonal intersection.

Site Requirements: All right-of way is secured. Permits from the Union Pacific Railroad will be required for the work on and adjacent to the railroad tracks. Additionally, an agreement with the Union Pacific Railroad will be required to for installation of the railroad crossing gates.

Impact: The proposed improvements will significantly improve the safety of the crossing by reducing traffic conflicts and, as an additional benefit, reduce disruption to the neighborhood by upgrading the existing at-grade railroad crossing to a whistle-free crossing.

Planning Commission Comment:

Multi-Modal Committee Comment: None (2009)

Project History: The crossing was identified as an increasingly unsafe crossing in 1984 when Mankato regional wastewater treatment facilities expanded operations and several housing units were built northwest of the crossing. The CNW Railroad cleared all obstructions off their right of way so sight distance was improved until safety gates for the somewhat complex intersection could be programmed. Dual tracks, crossing roads, bedrock outcropping, and nearby houses limit solutions. Decreasing train activities (from 26 to 16 per day) and the sale to Union Pacific lowered priority for funding. City procurement of added land and possible alternate street routes with other funding sources kept postponing the project into 2003 when the

city began to pursue federal highway participation under the Rail Safety category.

The Pine Street project first appeared in the STIP in 2006 with 90% federal funding for crossing gates, and was moved to 2008 and slated for closure at 100% federal funding. Since 2008, Pine Street was identified as a street that could not be closed since it provides direct service to the wastewater treatment plant.

LOCATION AND RELEVANT GRAPHIC DETAILS

